

# BookletChart<sup>TM</sup>

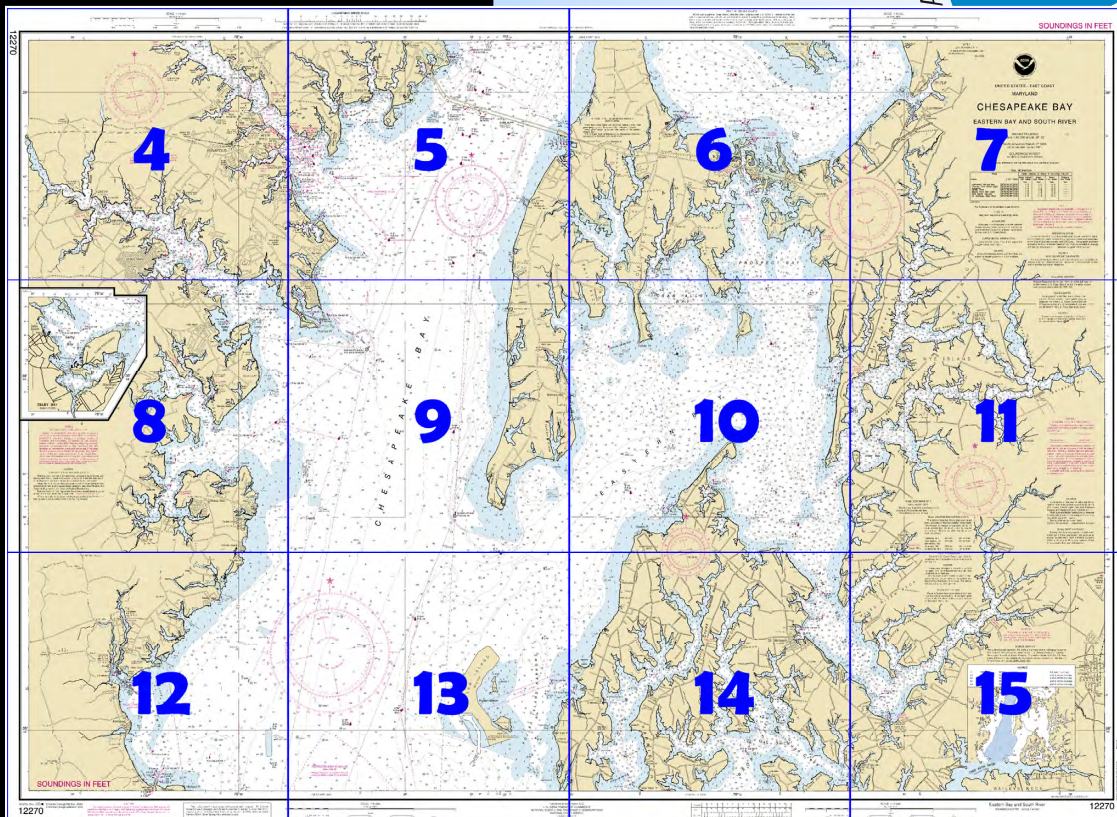
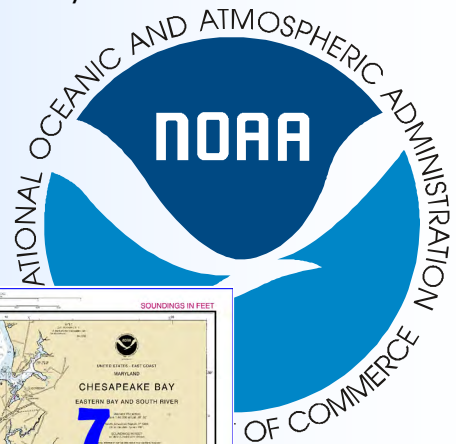
## Chesapeake Bay - Eastern Bay and South River

(NOAA Chart 12270)

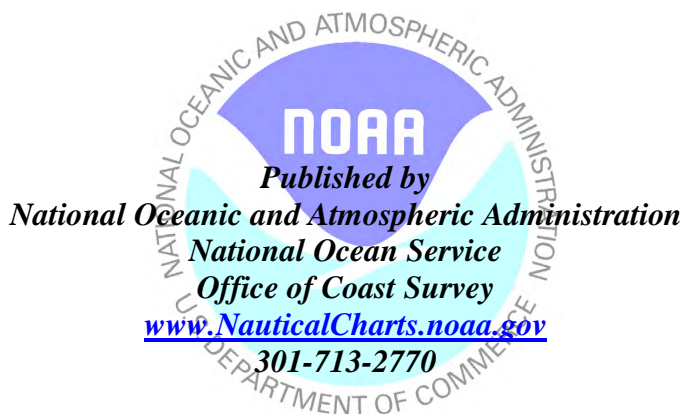


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



## What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

## What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed at: <http://www.NauticalCharts.noaa.gov>.

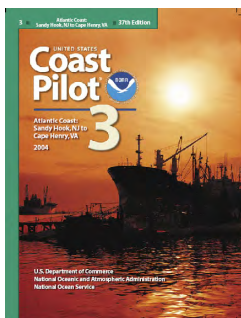
The charts and bar scales in this BookletChart have been reduced to **66.5%** of original scale, and are printed at the new scale of **1:60,150**.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

## Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency (formerly NIMA) Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied were:

Coast Guard Local Notice to Mariners: **28/05 July 12, 2005**  
 NGA Weekly Notice to Mariners: **29/05 July 16, 2005**  
 Canadian Coast Guard Notice to Mariners: **Not Applicable**



## [Coast Pilot 3, Chapter 13 excerpts]

(68) **Herring Bay**, has depths of 14 to 7 feet. **Long Bar** with depths of 2 to 5 feet, extends from the north side to 1 mile of Holland Point.  
 (69) **Herrington Harbour** is entered through a jettied channel marked by a **199°** lighted range and other aids; the channel had a depth of 7 feet. Gasoline, diesel fuel, water, and berths are available.

(70) **Rockhold Creek** has shelter for small boats. A marked channel leads from the bay to a turning basin at **Deale**; the depths were 5.3

feet (5.7 feet at midchannel) to Daybeacon 10; 1.8 feet (3.0 feet at midchannel) to the head. Depths are 2.1 to 3.0 feet for 0.4 mile above the bridge. A light marks the outer end of the breakwater on the north side of the entrance. The bridge above the entrance has a clearance of 10 feet.

(71) A 6 m.p.h. **speed limit** is enforced in Rockhold Creek.

(72) There are small-craft facilities on Rockhold Creek.

(75) small-craft facilities are at Galesville and close by.

(76) **Parish Creek** is entered by a marked channel which leads to an anchorage basin, and thence to **Shady Side**; centerline depth was 6 feet to the anchorage basin; 3½ feet in the channel in south fork. Depths of 3½ to 5 feet were in the basin. A 6 m.p.h. **speed limit** is enforced.

(77) Small-craft facilities on Parish Creek and at Shady Side provide gasoline, water, berths, and marine supplies.

(80) **Bear Neck Creek** has depths of 9 to 5 feet for 1 mile. The entrance is marked by daybeacons.

(81) Small-craft facilities are on Cadle Creek and Bear Neck Creek.

(83) **South River** has channel depths of 14 feet to the second bridge then shoals to 2 feet at the bridge near the head. The channel is marked to 0.3 mile below the second bridge. Most of these tributaries provide good anchorage.

(84) **Minimum wake areas** and a 6-knot **speed limit** are enforced in parts of the river, coves and creeks.

(86) **Selby Bay** has depths of 8 to 11 feet. The south end is shallow. The channel to **Selby Beach** is marked by lights and a daybeacon. **Ramsay Lake** has a depth of 5½ feet in the entrance, thence 7 to 8 feet in the lake.

(87) Small-craft facilities are on Selby Bay and in Ramsey Lake.

(89) **Glebe Bay** has depths of 13 to 15 feet. avoid the 2-foot shoal near midbay and along the northwest and southeast sides. **Glebe Creek**; depths of 11 to 7 feet for 0.4 mile. Gasoline, water, and berths are available in the cove on the north side.

(94) **Fishing Creek** has depths of 7 to 4 feet. A channel leads from Chesapeake Bay to the **Annapolis Coast Guard Station** on the northwest side; the marked channel had a depth of 4½ feet.

## [Coast Pilot 3, Chapter 14 excerpts]

(226) **Poplar Harbor** has secure anchorage in depths of 4 to 6 feet.

(227) **Poplar Island Narrows**. The channel through the narrows is marked; shoaling to 5½ feet was in the southern entrance.

(231) **Cox Creek**. The channel has depths of 22 feet for 1.5 miles; 11 feet for 2 miles; 7 feet for 2 more miles; then shoals to 2 feet

(236) **Little Creek** is entered through a marked channel which leads to a basin; the depths were 3½ feet in the west half, 1½ feet in the east half of the channel to the basin, thence 2½ to 6 feet in the basin; gasoline, water, marine supplies, berths.

(242) Miles River channel has depths of 20 feet for 6 miles, thence 10 feet to the bridge 11 miles above the mouth, and lesser depths to the head. A shallow **middle ground** 2 miles above the entrance bares at low water but is well marked.

(243) **Tilghman Creek**. The entrance, marked by a light and daybeacons, has depths of 8 feet; depths of 11 to 8 feet are inside for the remainder of its 1-mile length. stay in midchannel to carry the best water. At the upper end, slips are available at a county wharf; depths of 6 feet are alongside.

(244) **Wye River**. The northerly approach is limited to depths of 9 feet; the southerly approach has depths of 30 feet or more. Both approaches are marked.

(245) The twisting channels, some marked by daybeacons, require local knowledge. The channel has depths of 30 feet or more for 2 miles; 10 feet for 4 miles; 6 feet for 1.5 miles and shoaler depths to the head.

(247) **Wye Narrows**. The channel has a depth of 6 feet. Midway along the narrows is a highway bridge with a clearance of 10 feet.

(249) **St. Michaels** has a marked entrance with depths of 10 feet; the harbor had depths of 7 to 10 feet in the middle with lesser depths towards the shores, thence 5½ feet in the channel leading south to a basin with a depth of 5 feet at the end.

(252) **Leeds Creek**; marked at the entrance by a daybeacon; has depths of 5 feet for 2 miles to **Tunis Mills**, then shoals to 3 feet at the head. The bridge from Tunis Mills to **Copperville** has a clearance of 6 feet.

(256) Marinas 3-4 miles north of Kent Point provide supplies, gasoline, diesel fuel and slips; the depth was 2½ feet in the south marina, 6 feet in the north marina.

(258) **Matapeake**. The jettied entrance channel has a depth of 7 feet to a pier of the Maryland Marine Police.



# Table of Chart Notes

**NOTE D**  
Poplar Island restoration project.  
Access channel for construction  
use only.

Corrected through NM Dec. 20/03  
Corrected through LNM Dec. 9/03

## NOTE C

### QUEENSTOWN CREEK

A depth of 6 feet was available with  
local knowledge.

Mar 1992

## HEIGHTS

Heights in feet above Mean High Water.

## PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this  
chart at 20,000 foot intervals thus:  
The last three digits are omitted.

## CAUTION

Fixed and floating obstructions, some  
submerged, may exist within the magenta tinted  
bridge construction area. Mariners are advised to  
proceed with caution.

## WARNING

The prudent mariner will not rely solely on  
any single aid to navigation, particularly on  
floating aids. See U.S. Coast Guard Light List  
and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important  
supplemental information.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for  
supplemental information concerning aids to  
navigation.

## RADAR REFLECTORS

Radar reflectors have been placed on many  
floating aids to navigation. Individual radar  
reflector identification on these aids has been  
omitted from this chart.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed  
below provide continuous weather broadcasts.  
The reception range is typically 20 to 40  
nautical miles from the antenna site, but can be  
as much as 100 nautical miles for stations at  
high elevations.

Baltimore, MD	KEC-83	162.40 MHz
Washington, DC	KHB-36	162.55 MHz
Manassas, VA		
Salisbury, MD	KEC-92	162.475 MHz
Sudlersville, MD	WXK-97	162.50 MHz

## SMALL CRAFT WARNINGS

During the boating season small-craft  
warnings will be displayed from sunrise to  
sunset on Maryland Marine Police Cruisers  
while underway in Maryland waters of the  
Chesapeake Bay and tributaries.

## RACING BUOYS

Racing buoys within the limits of this chart  
are not shown hereon. Information may be  
obtained from the U.S. Coast Guard District  
Offices as racing and other private buoys are  
not all listed in the U.S. Coast Guard Light List.

## AUTHORITIES

Hydrography and topography by the National  
Ocean Service, Coast Survey, with additional  
data from the Corps of Engineers, Geological  
Survey, and U.S. Coast Guard.

## CAUTION

Improved channels shown by broken lines are  
subject to shoaling, particularly at the edges.

## CAUTION

Mariners are warned to stay clear of the pro-  
tective riprap surrounding navigational light  
structures shown thus:

## CAUTION

Temporary changes or defects in aids to  
navigation are not indicated on this chart. See  
Local Notice to Mariners.

During some winter months or when endan-  
gered by ice, certain aids to navigation are  
replaced by other types or removed. For details  
see U.S. Coast Guard Light List.

## CAUTION

Limitations on the use of radio signals as  
aids to marine navigation can be found in the  
U.S. Coast Guard Light Lists and National  
Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial  
broadcasting stations are subject to error and  
should be used with caution.

Station positions are shown thus:

o (Accurate location) o (Approximate location)

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine  
cables and submarine pipeline and cable areas  
are shown as:



Additional uncharted submarine pipelines and  
submarine cables may exist within the area of  
this chart. Not all submarine pipelines and sub-  
marine cables are required to be buried, and  
those that were originally buried may have  
become exposed. Mariners should use extreme  
caution when operating vessels in depths of  
water comparable to their draft in areas where  
pipelines and cables may exist, and when  
anchoring, dragging, or trawling.

Covered wells may be marked by lighted or  
unlighted buoys.

## WILLIAM P. LANE, JR. MEMORIAL BRIDGES (SOUTH SPAN)

Three fixed white lights are mounted vertically over fixed  
green range lights at the center of the main channel span.

Fixed green range lights mark the center of the eastern  
channel span.

The north and south entrances to the Chesapeake Channel  
are marked by fixed red lights on dolphins.

## NOTE Z

### NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels  
operating within a No-Discharge Zone (NDZ) are completely  
prohibited from discharging any sewage, treated or  
untreated, into the waters. All vessels with an installed  
marine sanitation device (MSD) that are navigating, moored,  
anchored, or docked within a NDZ must have the MSD  
disabled to prevent the overboard discharge of sewage  
(treated or untreated) or install a holding tank. Regulations  
for the NDZ are contained in the U.S. Coast Pilot.  
Additional information concerning the regulations and  
requirements may be obtained from the Environmental  
Protection Agency (EPA) web site: <http://www.epa.gov/owow/oceans/vesselsewage/vsdnozone.html>.

## NOTE A

Navigation regulations are published in Chapter 2, U.S.  
Coast Pilot 3. Additions or revisions to Chapter 2 are pub-  
lished in the Notice to Mariners. Information concerning the  
regulations may be obtained at the Office of the Commander,  
5th Coast Guard District in Portsmouth, Virginia or at the  
Office of the District Engineer, Corps of Engineers in  
Baltimore, Maryland.

Refer to charted regulation section numbers.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the  
National Response Center via 1-800-424-8802 (toll free), or  
to the nearest U.S. Coast Guard facility if telephone com-  
munication is impossible (33 CFR 153).

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or  
vertical position, unlimited vertical clearance is not available for the  
entire charted horizontal clearance.

## CAUTION

### FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and  
fishing structures, some submerged, may exist in the fish trap areas.  
Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and  
natural channels, and to established landings, are prescribed by the  
Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some  
areas, and those limits are shown thus:

Where definite limits have not been prescribed, the location of  
fishing structures is restricted only by the regulations.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum  
of 1983 (NAD 83), which for charting purposes is considered equivalent  
to the World Geodetic System 1984 (WGS 84). Geographic positions  
referred to the North American Datum of 1927 must be corrected an average  
of 0.422" northward and 1.171" eastward to agree with this chart.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey  
information that has been evaluated for charting. Surveys have been banded in  
this diagram by date and type of survey. Channels maintained by the U.S. Army  
Corps of Engineers are periodically resurveyed and are not shown on this diagram.  
Refer to Chapter 1, United States Coast Pilot.

## CAUTION

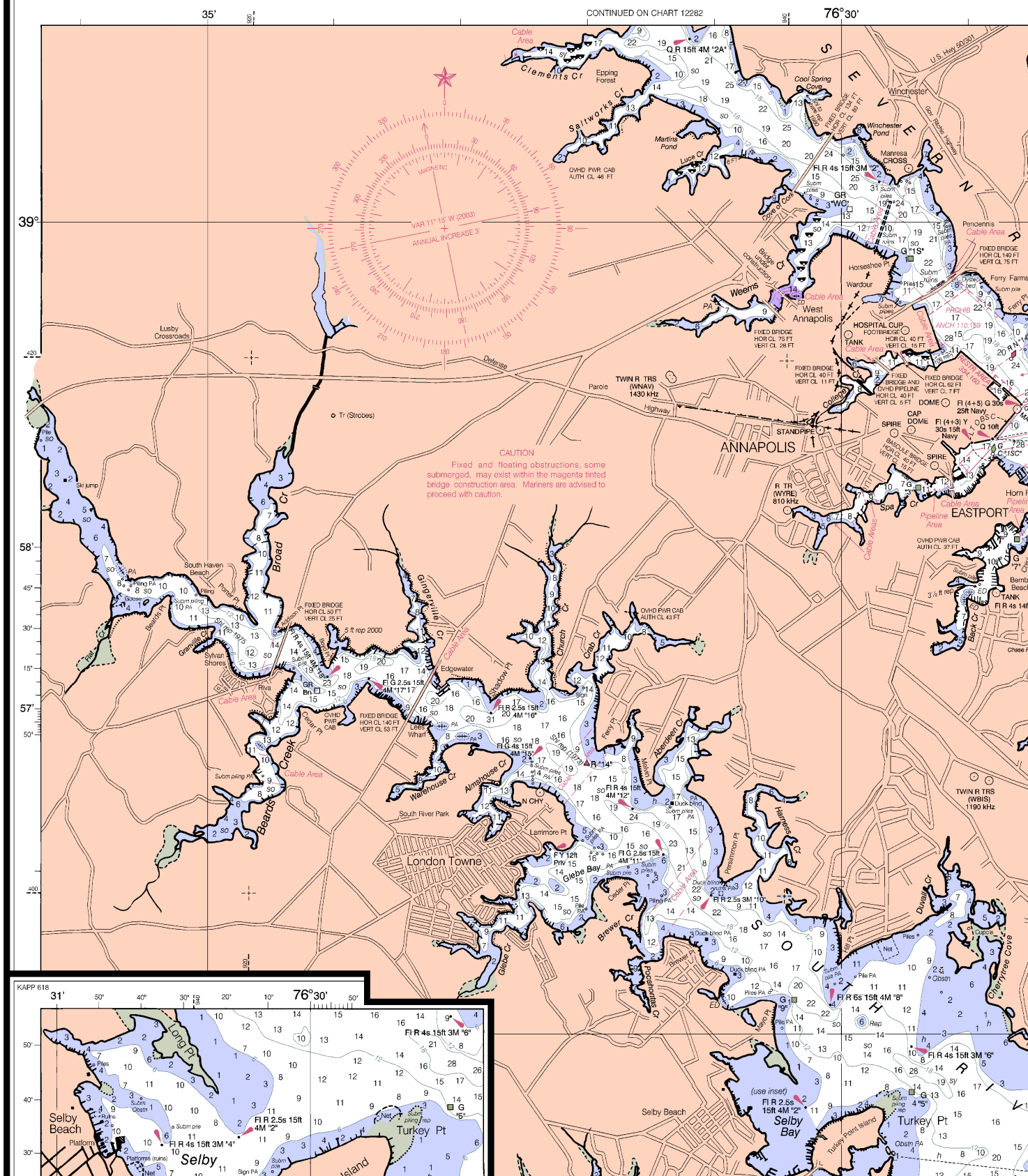
This chart has been corrected from the Notice to Mariners (NM) published  
weekly by the National Imagery and Mapping Agency and the Local Notice to  
Mariners (LNM) issued periodically by each U.S. Coast Guard district to the  
dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National  
Ocean Service encourages users to submit corrections, additions, or comments for  
improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean  
Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

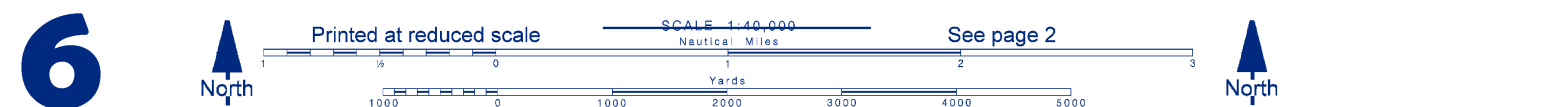
Place (LAT/LONG)	Height referred to datum of soundings (MLLW)				
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water	
Name	feet	feet	feet	feet	
Falhaven, Herring Bay	1.3	1.1	0.2	----	
Thomas Point Shoal Light	1.4	1.1	0.2	----	
Annapolis	1.4	1.2	0.2	----	
Sandy Point	1.2	1.0	0.2	----	
Bloody Point Bar Light	1.6	1.3	0.2	----	
Kent Island Narrows	1.8	1.5	0.3	----	
St. Michaels, Miles River	1.8	1.5	0.3	----	

(Oct 2002)



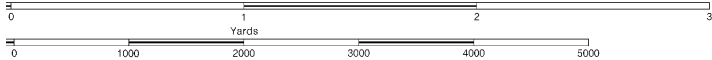




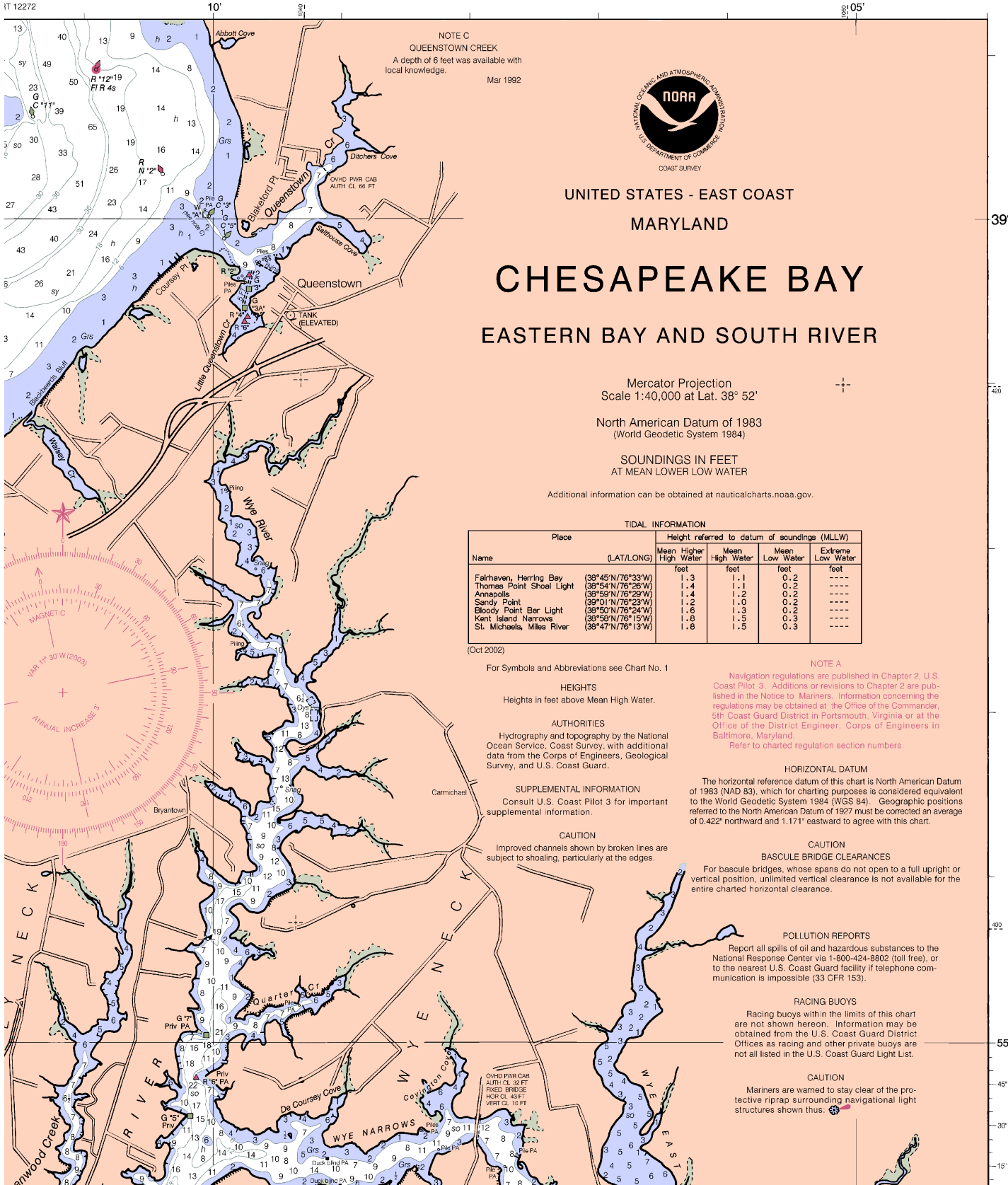


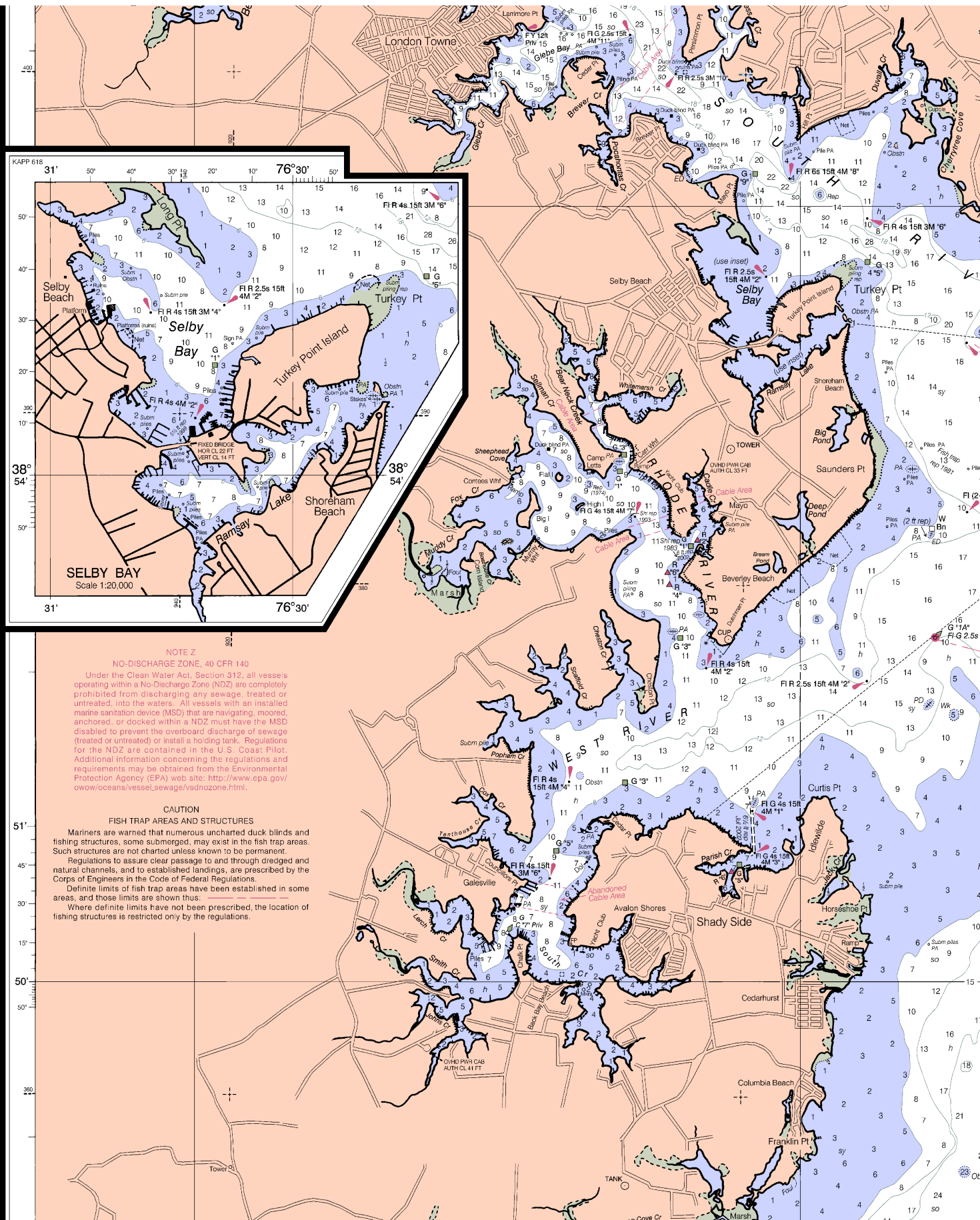


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Nautical Miles



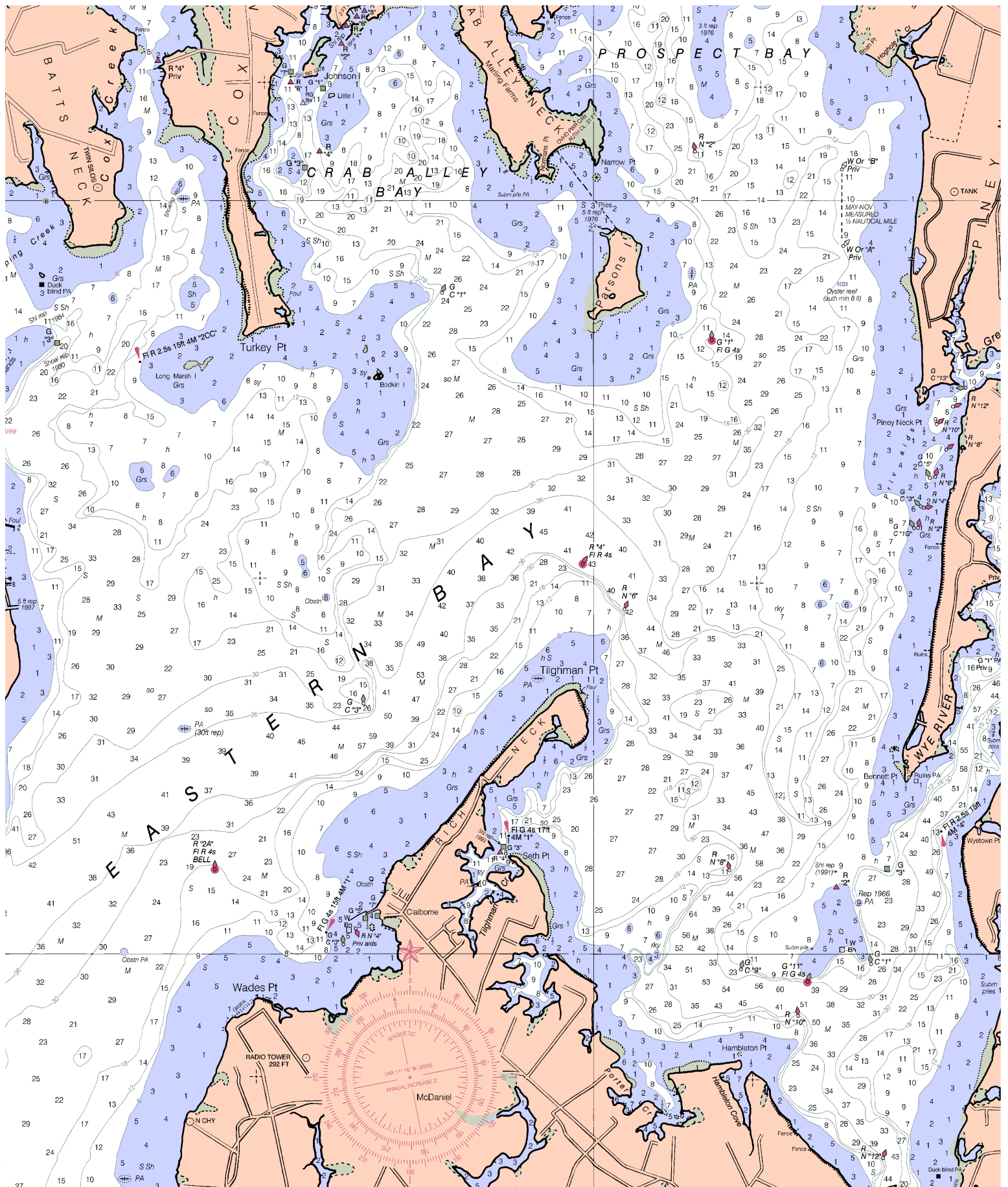
SOUNDINGS IN FEET











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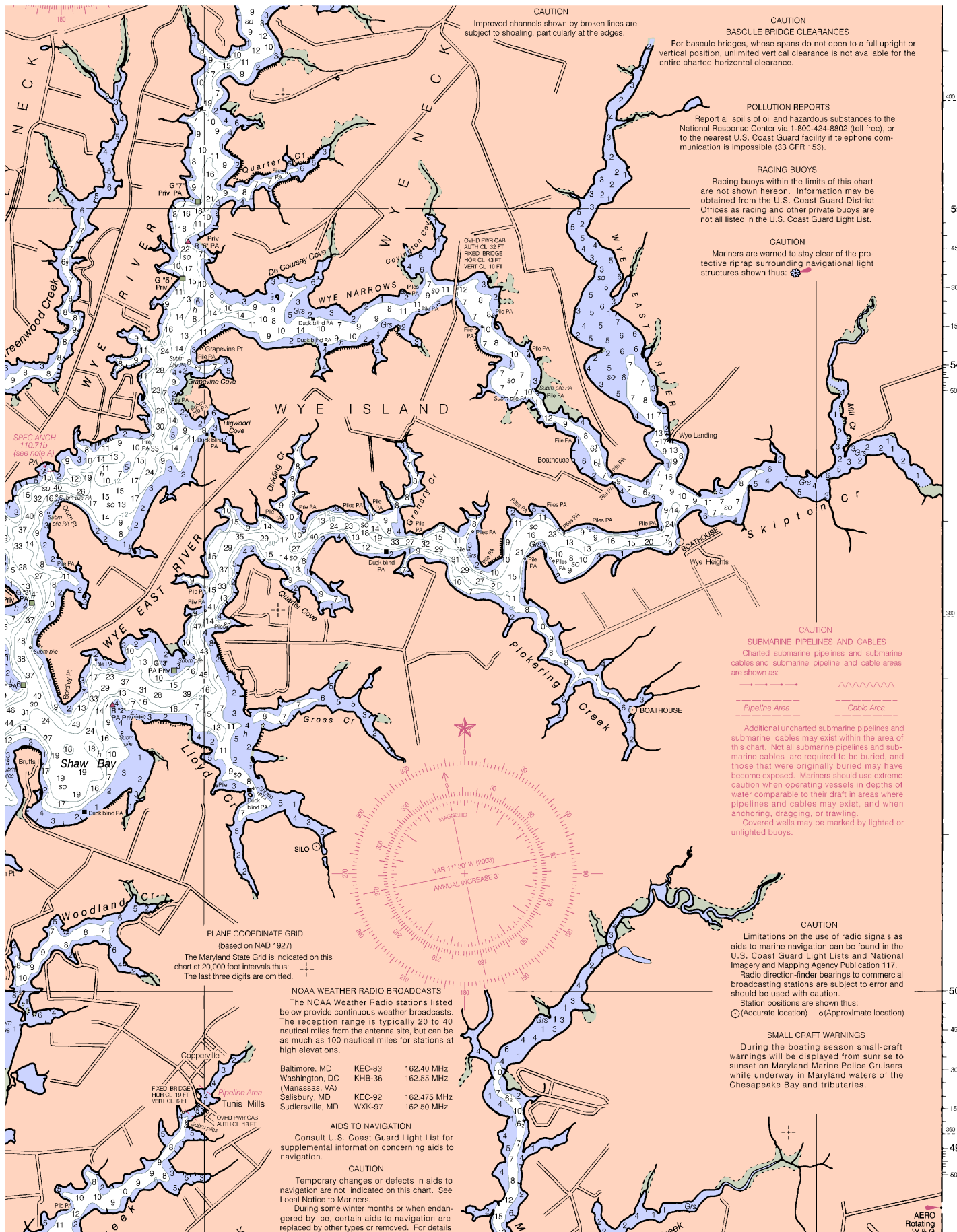
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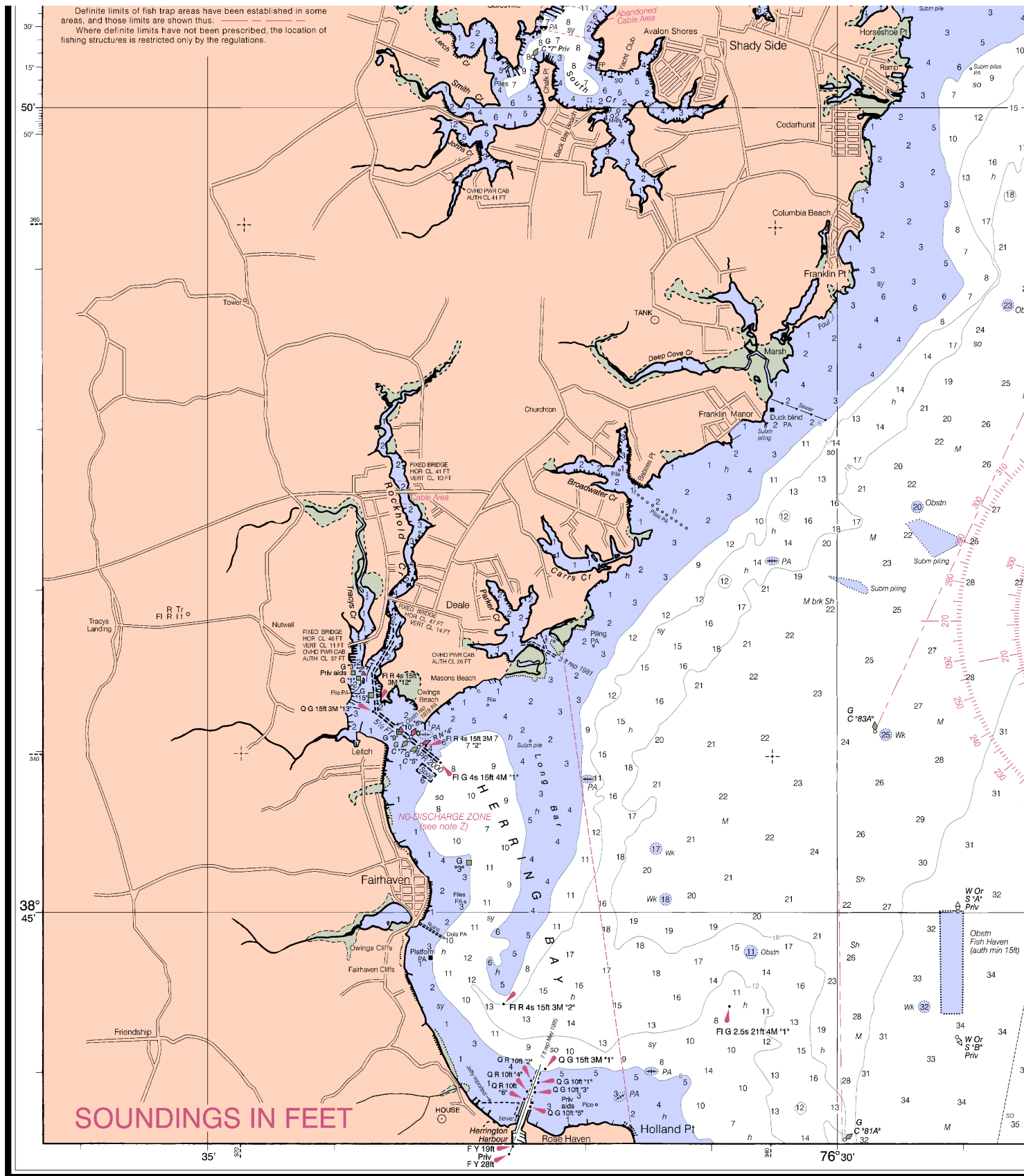
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Yards  
1000 0 1000 2000 3000 4000 5000









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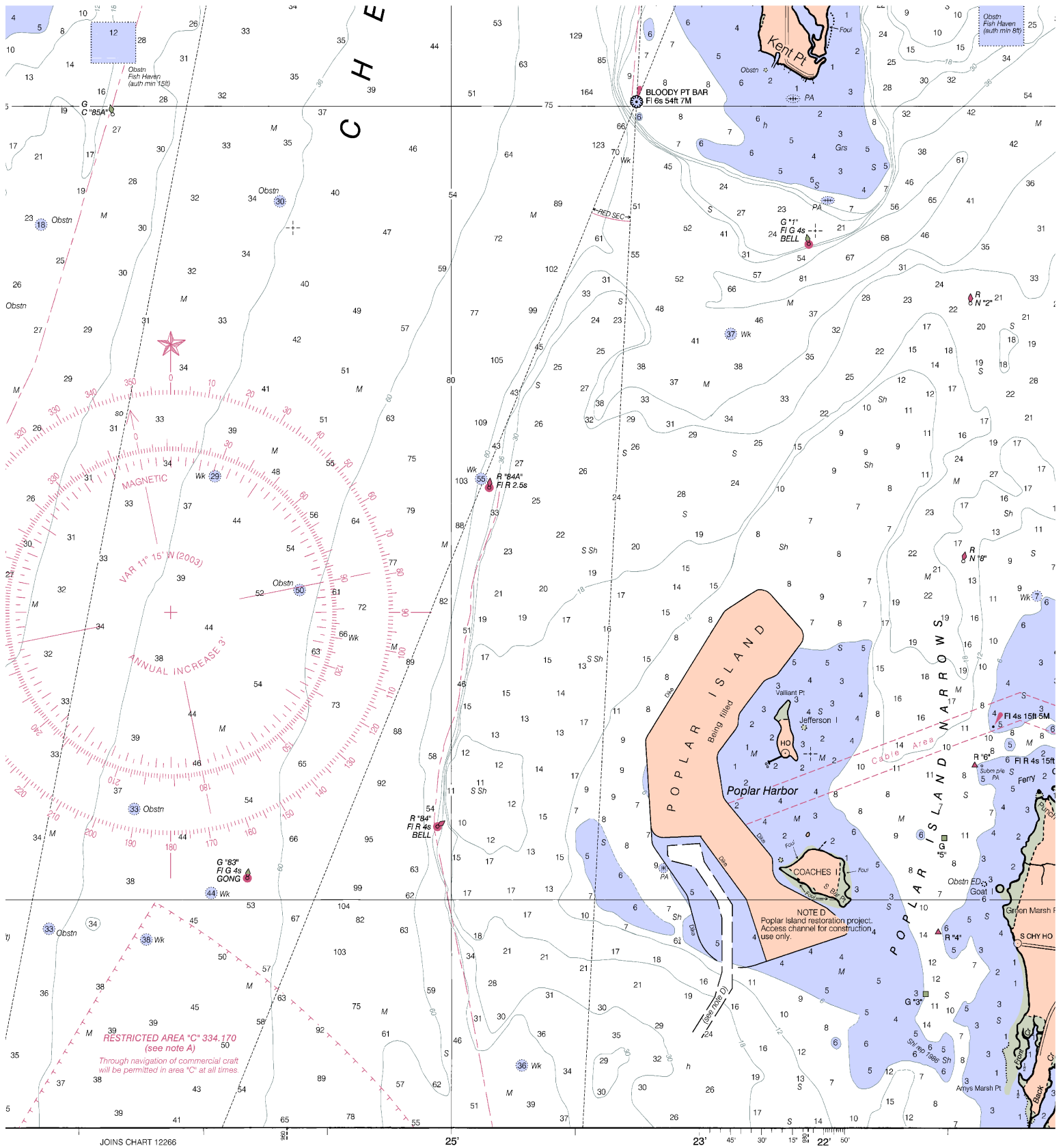
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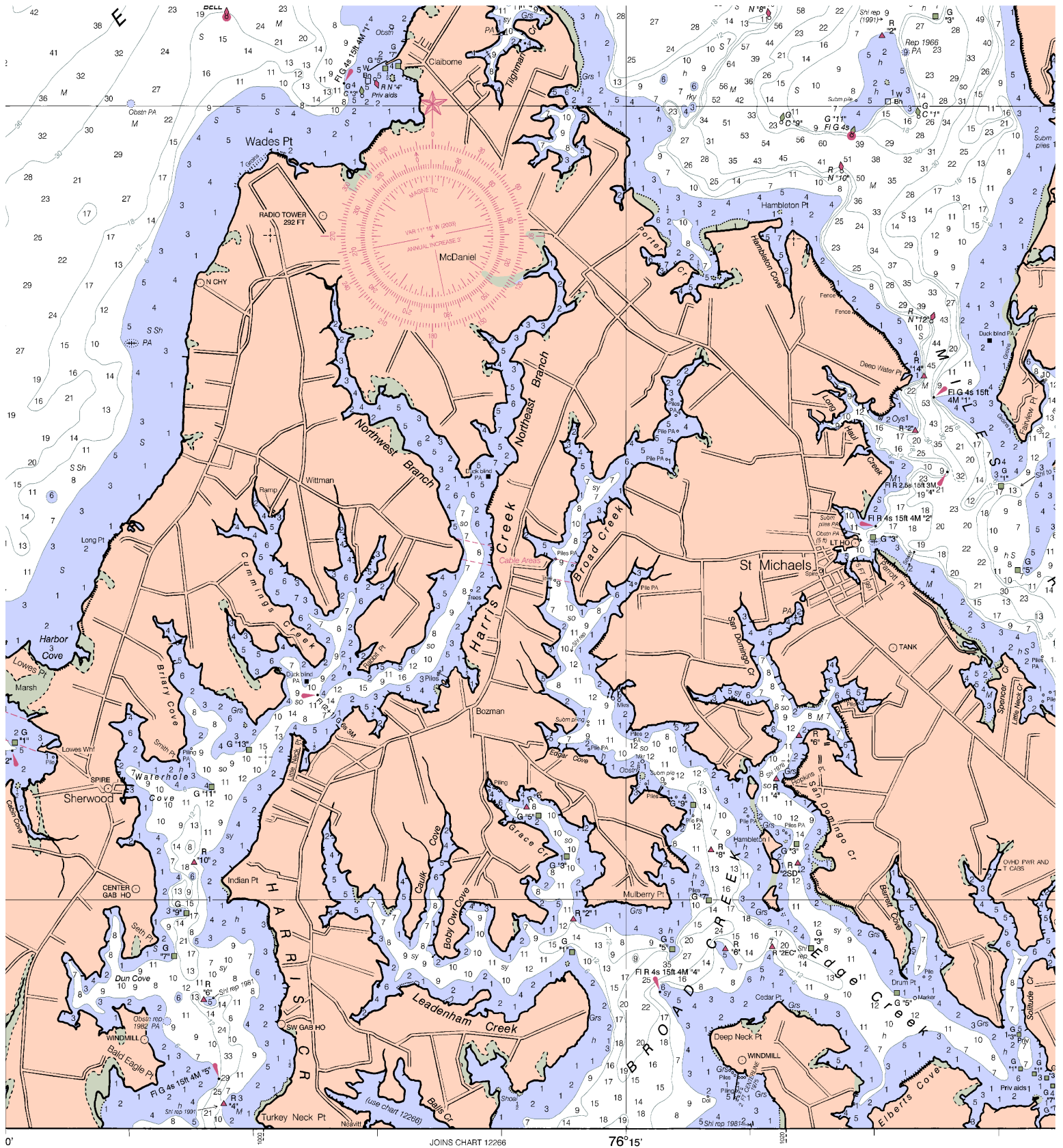
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Yards





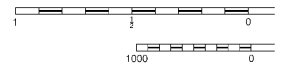


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NATIONAL COAST GUARD



ington, D.C.  
F COMMERCE  
PERIC ADMINISTRATION  
SERVICE  
VEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



14



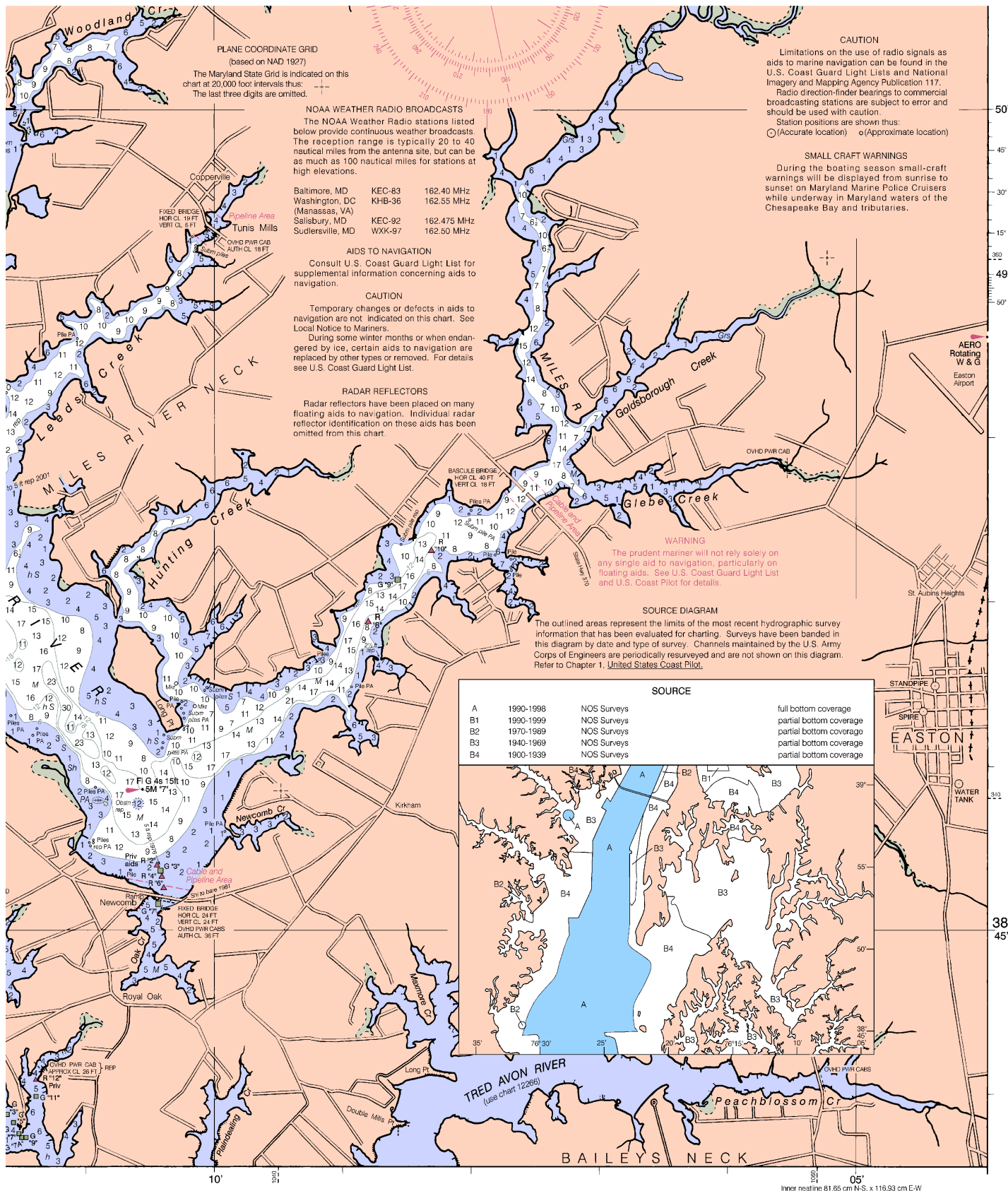
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SCALE 1:10,000  
Nautical Miles

See page 2







ED. NO. 33



NSN 7642014010325  
NIMA REFERENCE NO. 12AH-12270

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Intership safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 800-418-7314/410-576-2525

**Coast Guard Annapolis** – 410-267-8108

**Coast Guard Little Creek** – 757-464-9371/9372

**Coast Guard Oxford** – 410-397-3103

**Maryland Natural Resources Police** – 410-260-8888

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

ble. Respond to distress signals, but do not endanger yourself.

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Electronic Navigational Charts® (ENCs)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (RNCs)** – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts™** – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

**Official PocketCharts™** – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot®** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Chart No. 1, Nautical Chart Symbols** – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Coast Survey Navigation Managers** – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).



# NOAA, the Nation's Chartmaker